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mend clay lined with bricks, flags, and other cheap and convenient materials for forming a shallow pond or reservoir, communicating with the brine pan, and acting as such cooler. A pan of considerable size lengthways, having the heat applied only to part of it, would operate (more or less according to its length and dimensions) to the forming of salt in this manner; because in that case the parts of the pan not heated, would be in effect condensers or coolers to its heated parts; but the extension of the pans would operate against the saving of expense. By the addition of the coolers a much greater quantity of salt will be made in the same space of time, than can be made in the same pans or boilers without the coolers or condensers.

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*Patent of Mr. Charles Le Caan, of Llanelli, Carmarthenshire, for an apparatus to be added to axles and wheels, so as to impede or check their action.* Dated Feb. 1810.

Mr. Le Caan's new check for carriages, consists of a bolt attached to the axle, in the direction of its length, near the nave, in such a manner, that by shooting it forward, its head runs into the back of the nave, which has a ring of cast metal, attached to it, with certain parts projecting from it, against which the bolt is driven, when it is desired to lock the wheel of the carriage.

The bolt is moved by a lever, with or without the assistance of springs; which lever may be connected with the carriage by chains or cords, by pulling which the bolt is locked or unlocked as required.

A bolt and lever may be attached next each wheel of the carriage if thought necessary, but it is probable that one for each of the hind wheels will be sufficient.

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*Observations....* An obvious objection occurs to this mode of checking carriages; by it the strain will be thrown entirely on the nave, which is the weakest part of the wheel, and the least able to sustain it; and the longer the spokes are the greater will be this strain, as their length will operate as a lever to multiply the

impulses of the sole, against the road, when dragged along it, in the force of their operation on the nave. The common sort of naves are so much cut and weakened by the mortises for receiving the spokes, that they require to be spared as much as possible: instead of having any additional strains applied to them: and for this reason (as well as for their greater durability in other respects, and not being liable to split or open by the weather) cast iron naves cannot be too much recommended; the use of which, we are happy to see, is increasing greatly in Ireland, particularly about Dublin: those of this kind commonly used, are of a sufficiently light and strong construction, and only require to have moveable boxes added to them (which may be easily contrived) to render them entirely convenient, and durable in a perfect state.

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*Patent of Mrs. Phillis Bown Thomson, of Birmingham, for an improved mode of making Umbrellas and Parasols.* Dated April, 1809.

The invention for which this patent is taken, is a case for an umbrella or parasol, composed of several sliding joints, on the same construction as those of a telescope, which are forced up above the umbrella, over the part which contains the ferule, when the umbrella is required to be raised; and which are drawn down again when the umbrella is shut.

Several substances are mentioned of which those cases may be made, most of which are sufficiently obvious not to need repetition, but it is probable horn or japanned paper would be most preferred, as metal would be found inconvenient on account of its weight and uncommon appearance.

The whole when the case is drawn down, will resemble a walking stick. The part of the handle which is covered by the umbrella when closed, is made of a small tube, to take up less room, and is connected with the part that holds the ferule, by a thick wire, that passes through both. The part of the handle, at the end held